AMRM

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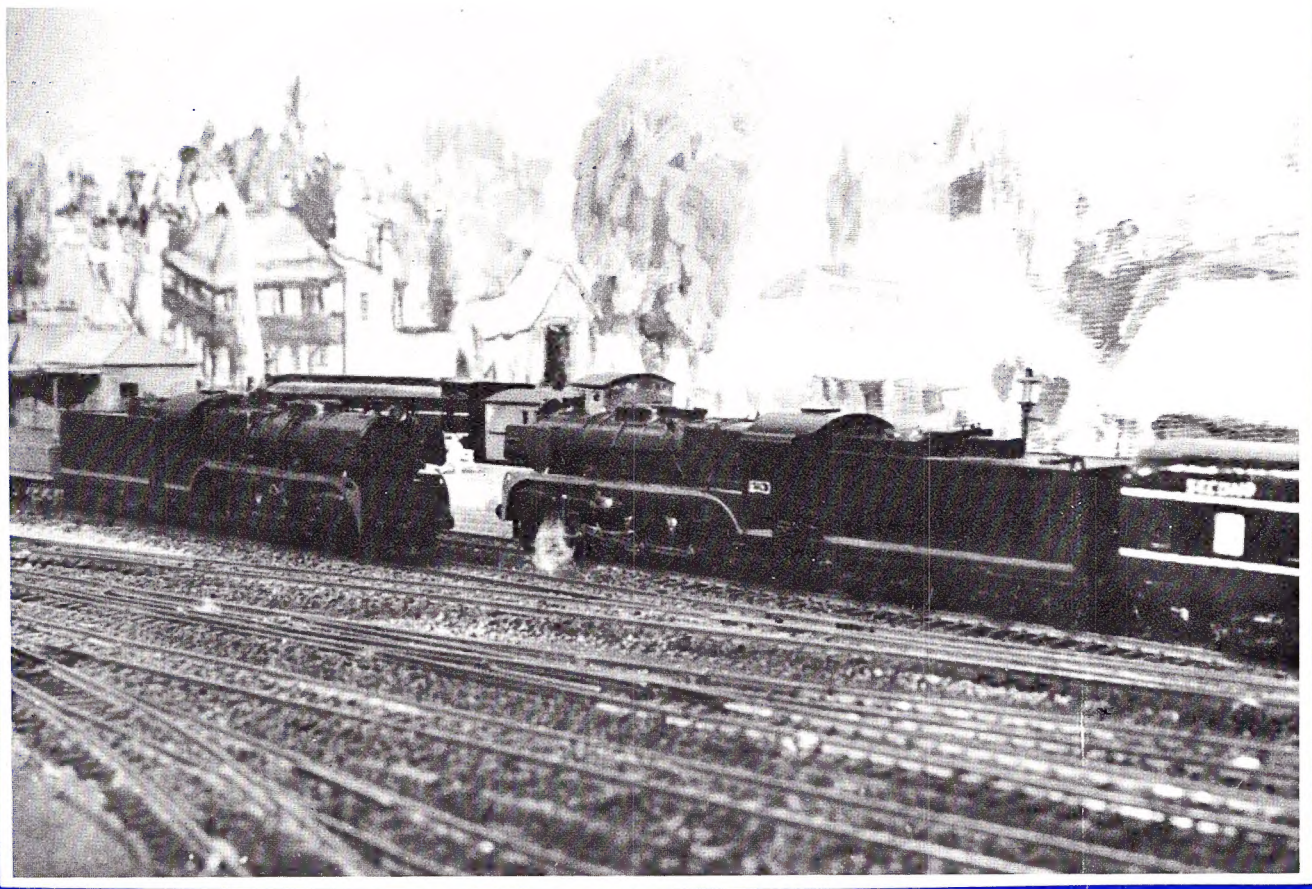
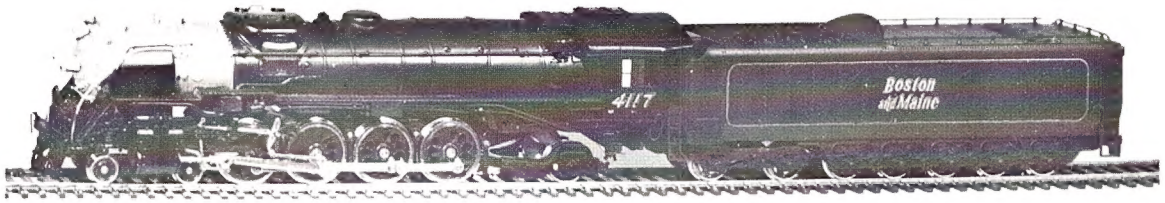
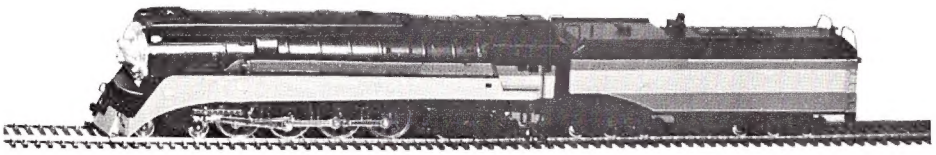


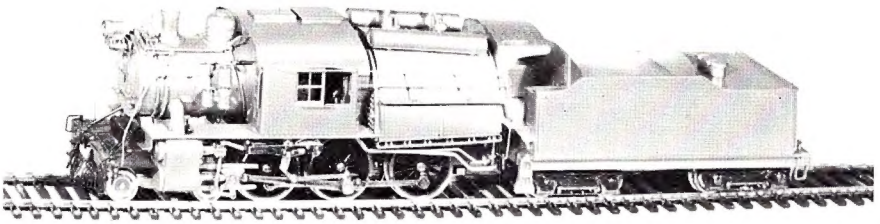


B. & M. 'R1-D' 4-8-2 LOCO & TENDER: Fully painted, lined and lettered, the massive lines of this Loco are matched by its big 14-wheel 'Centipede' type tender. Finely detailed thoughout. Fitted with sprung frame, smoke deflectors and embossed back head details.
PRICE: $168.95



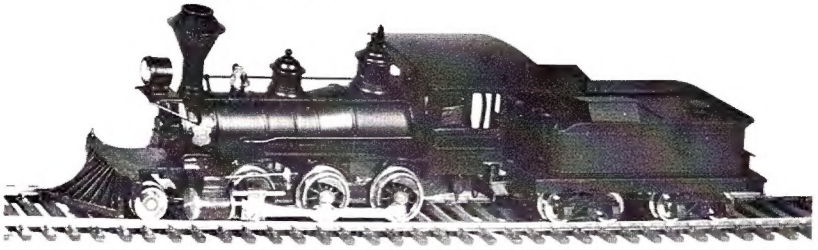
S.P. 4-8-4 'DAYLIGHT' LOCO & TENDER: Katsumi's fine HO model, long offered in the Balboa line, is well known to fans of the Southern Pacific. Now the 'GS-4' comes in a limited quantity, factory painted, lined and lettered.
PRICE: $150.00 (Unpainted, $102.00).

P.R.R. 'H10s' 2-8-0 LOCO & TENDER: Last in a long and honoured line of Class H Consolidations, the 'H10s' made its appearance in 1913, out of Baldwin Locomotive Works. Long out of stock, Olympia's popular model now comes painted and finished.
PRICE: $88.00



C.R.R. OF N.J. 4-6-0 'CAMEL-BACK' & TENDER: Fans of Camel-back motive have long wanted the 4-6-0 and now she is in stock! Equipped with pre-blackened frames, pilot and tender trucks. Sprung engine frame. Supplied with brake hangers and shoes.
PRICE: $78.50

PORTER 2-6-0 MOGUL & TENDER: This little 2-6-0 is typical of the small, lightweight locomotives turned out, in wide variety for all gauges, by Porter. Katsumi introduce this improved, painted version of the now famous HO brass model.
PRICE: $38.00.



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8. 967 Wedding Guests: Bridesmaid with Best Man, Bridesmaid with Groomsman, Brides Parents
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10. 2186 Pedestrians with umbrellas in rain
11. 865 Two groups of three people sitting
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13. 876 Six track crew with flag, sleepers, etc.
14. 908 Platform Staff: 5 men, 1 woman
15. 954 Beach Party in swimsuits
16. 2197 Seven children playing, scooter, etc.
17. 2203 Ice cream vendor with customers
18. 2234 Six transport workers with crates, etc.
19. 2258 Six Tradesmen: Chimney Sweep, Butcher, Baker, Painter, Window Cleaner.
20. 2264 Garbage Men, Street Cleaner, bins, etc.
21. 2319 Washing Day Scene
22. 2325 Six Service Station Personnel
23. 2343 Six Consturction Site Workers
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8. N967 Wedding guests: Bridesmain with Best Man, Bridesmaid with Groomsman, Brides Parents
9. N2180 Six people & dog out walking
11. N865 Two groups of three people sitting
12. N870 Six workmen with picks, shovels, etc.
14. N908 Platform Staff: 5 men, 1 woman
15. N954 Beach party in swimsuits
18. N2234 Six transport workers with crates, etc.
19. N2258 Six Tradesmen: Chimney Sweep, Butcher, Baker, Painter, Window Cleaner.
20. N2264 Garbage Men, Street Cleaner, bins, etc.
21. N2319 Washing Day Scene
25. N889 Blacksmith shoeing horse with assistant
26. N2280 Six Train Crew: Shunters, Guards, etc.
28. N2398 Six Drunks in realistic attitudes

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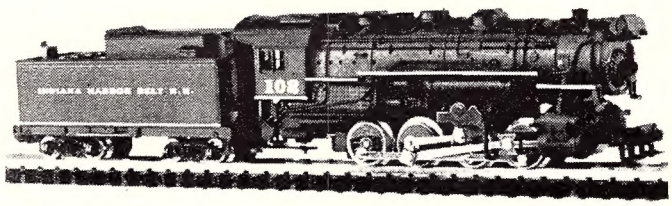
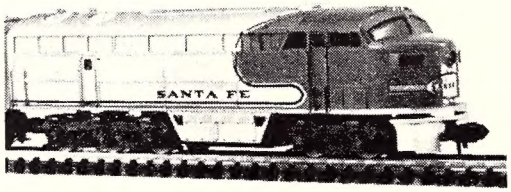


2112 Indiana Harbor Belt 0-8-0 Switcher w/tender, working headlight, gear drive to all four axles, plastic tyres $18.95



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Australasian Model Railroad Magazine

The Official Journal of SCMRA in Australia; incorporating the Yardmaster, The Bulletin of the Sydney Model Railway Society.

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comment

Well now it's 1971. Traditionally the editorial is supposed to look forward to new and better things for the coming year. To start the ball rolling the magazine begins the year with a new look. The internal format has been up-dated, we think that the articles will improve and the appeal widen. But this isn't really something "better" or "new", it is what is expected – it is natural evolution. So, what can happen this year to mark it different from past years?

It is difficult for we railway modellers to examine our hobby objectively. We are biased in its favour. What, then do others think of us? How many times has somebody said to you after discovering that you are a railway modeller, "Oh! you play trains." You, of course, correct them politely – "Not play trains – operate model railways." You explain the numerous virtues of the hobby: creativity, relaxation, fellowship, etc, etc. But is this a true or even complete story? Do we use our hobby to it's fullest? If I am honest I must admit that I do play trains and in a somewhat self-centred way, and feel the same applies to many others. I think that the hobby should expand it's aims and be more involved in the world about. Clubs or Associations that introduce young people to the hobby and such actions as the monies raised by the Brisbane Model Railway Week Committee for the Sub-Normal Children's Association are steps in the right direction.

A man, a non-railway type, non-modeller, walking past the Sydney Town Hall last October, noticed that a model railway exhibition was being held and decided to take a look. He spoke to me about his disappointment with the exhibits. I did not understand immediately because I considered the exhibition to be pretty good. He explained simply. Most exhibits were layouts featuring steam locomotives – things of the past. Very few had rolling stock of today (today, not last year), but most surprisingly, absolutely none had models of the railways of the future or what some modeller may envisage for the future. And it is surprising when you look about and see what is happening in other modelling hobbies. For example, aircraft and motor car manufacturers even offer prizes for futuristically designed models which may embody some hitherto untried feature which may serve us in the future.

How, or in which direction I don't know, maybe associations are a start, but let's have some different thinking – let's expand and try something new – but let's make a move.

R.G.K.

ON THE COVER

In their later years VR's R class locos were used in many and varied roles. Two members of the clan slow to exchange staffs before continuing to their destinations.
Photo by K . Ryan

shop detective

Bridgelands still have in stock a small number of the North Western Model range of kits, these being the two and four door S.A.R. reefer, and the wooden sided gondola.

In both of Adelaide's main model railway shops are stocks of the recently published book on the Mile End Railway Museum. This well compiled publication by the A.R.H.S. in South Australia is of a similar type to the previously published 500 and 700 books.

The Model Centre in Adelaide is probably proudest of its recently produced kit of the S.A.R. and V.R. ELX gondola. At $3.85 per wagon, these plastic kits contain sides, ends, floor, underframe, air and brake cylinders, handbrake lever and S.A.R. or V.R. Decals, and are undoubtedly good value for money. One of the few criticisms that could be levelled at the kit is that the side castings, which incidentally contain interior detail, appear to be a little on the thick side.

Some of the more unusual items on display include a large range of "Wilking" plastic models of cars and trucks etc., in HO and N gauge which vary in price from 70c to $2.25. Although a little pricey, they are well detailed and for the enthusiast who wants accurate scale models, they are well worth looking at.

On display are a large variety of American Style "Con-Cor" Box cars which are fitted with RP 25 metal wheels, X2F couplers, and priced at $3.25, ready to run.

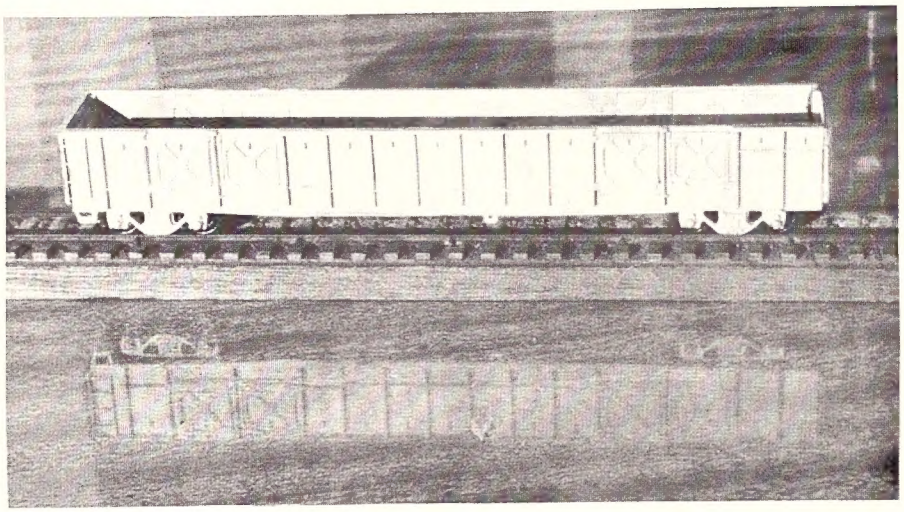
The "Jordan" series of Highway miniatures features kits of old time wagons and vehicles and are super fine models in H.O. scale.

The "Fine Scale Miniatures" series of woodshape kits which cost anything from $3.00 to $15.50 would present a challenge to the average modeller. A good cross section of Structure and Building kits were on display at the Model Centre.

Searle's of 315 Pitt Street, Sydney, long a Marklin dealer, have stocks of the new items in the Marklin catalogue. These include a streamlined German Pacific (4-6-2) and O gauge narrow gauge equipment to run on HO gauge Marklin track.

Modellers of English prototype will find at Fantastic Hobbies of Angel Place, Sydney, a good supply of Will's and K's loco kits covering all the pre-nationalisation railways.

Hobbyco of George Street, Sydney, have just received shipments of Ratio rolling stock kits and P.C. coach kits. These last are craftsman kits of pregrouping English coaches.



Western Australian Government Railways WGX class open wagon. Produced by 'Protype.' Scale HO. Price $4.50.

The producer of this kit some time ago gave me a sample of this kit, but I did not receive a complete kit, it lacked the instruction sheets for one, so I decided to buy another kit for review. The kit comes in an impressive box which contains the kit pieces wrapped in tissue paper and the instruction sheets. The kit is cast in a soft heavy metal and the flash around the edges is easily cleaned off. This kit contains bogies and cast plastic wheels, these wheels are the subject of a separate review in this issue. The notable ommission from this kit is a floor, the builder is expected to provide a floor of his own manufacture. There is no mention of this in the instruction sheets and the uninitiated modeller might feel that his kit was not complete. The instruction sheets I found almost completely useless as they gave very little information about the building of this particular model. However, the kit itself is very good. It is well detailed and is very close to correct size. This kit, although pricey, is good.

J.J.B.

WHEEL SETS Manufactured and supplied by P.M.H. Plastic Co., Miranda, NSW. Price: 10 cents per axle.

These diecast Delrin wheel sets will enable local modellers to build more accurate models of local rolling stock, as the manufacturer has included 37" diameter wheels in HO scale in the line.

The wheel and axle sets are one-piece castings of two wheels on an axle. There are no parting lines on the tread or flange to catch on rail joints so the wheels roll freely through track joints. The narrow tyre width caused considerable drop in point frogs on SCMRA scale points; the axle overall is shorter than the NMRA/SCMRA axle length recommendation, so the fitting of these wheel sets to existing bogies will be on a trial-and-error basis. A point to note is that fitting new and larger wheels into bogies may involve trimming existing brake shoes and rigging.

The range is: O scale, 37" diameter, HO scale, 40" and 37" diameter, TT/HOn3½, 30" diameter. The wheels are cast in a black Delrin plastic mix and the axle ends are pointed. There was very little wobble in the samples we tested except in the O gauge wheels where it was excessive. A table of dimensions is provided below.

R.J.T.

Wheel	Back to back	Flange Width	Tyre Width	Flange Depth	O/all axle	Journal diam.
O gauge						
37" dia (7 mm scale)	1.090"	0.044"	0.104"	0.048"	1.745"	0.098"
	Bad wobble: back to back varies 0.020"					
HO gauge						
40" dia	0.568"	0.026"	0.076"	0.024"	0.996"	0.055"
37" dia	0.565"	0.022"	0.069"	0.024"	0.972"	0.055"
HOn3½						
30" dia	0.396"	0.022"	0.068"	0.015"	0.798"	0.056"

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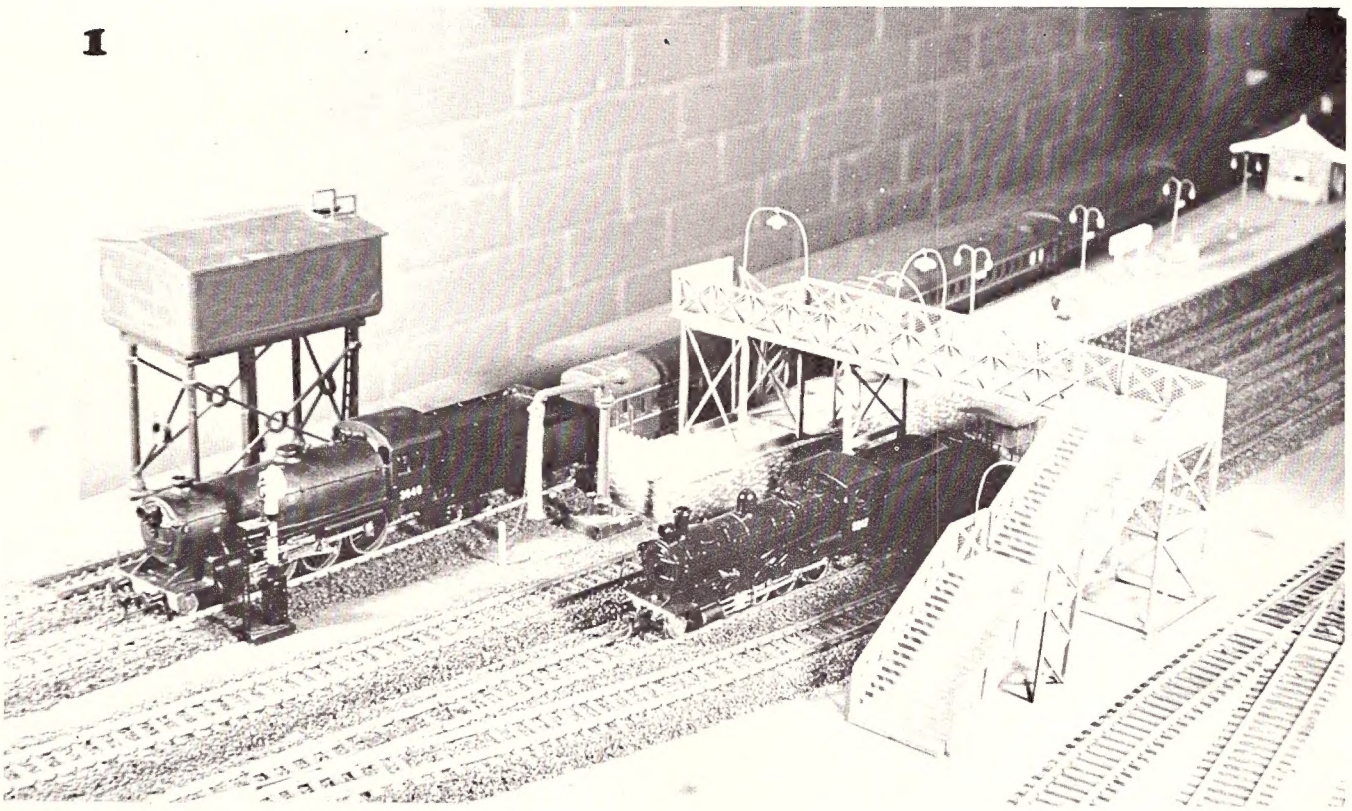


LAYOUT 3 PLUS

BY CHRIS PRATTEN

PHOTOS: COLIN ELLIOT

In the A.M.R.M. for November/December 1969 I outlined the plans for my third and final layout. Work has advanced sufficiently to enable some photographs to be taken, and the following notes enlarge on my previous article.

I adopted 38 inches as an average height for the baseboard — some will be higher; a little will be lower. This seemed to be the most satisfactory height for my own personal observation from a sitting position when operating. Because of the size of the room (20 x 16 ft.) I made the average height less than I would in a smaller space, to enable me to see the section furthest from the control panel with ease.

Five-eighth inch pyneboard, braced with 2 x 1 undressed pine, has been used for the baseboard, with 2 x 2 pine legs fixed to the wood floor with metal angle brackets. No set pattern has been used for the bracing as the board has been built in odd-sized sections, in a semi open top fashion.

The maximum gradient is 1 in 50. I would have preferred less, but even this requires such a sweep of track to gain adequate clearance for different levels that layout design becomes increasingly awkward. However, all my locos will haul a 'prototype looking' load up this grade, and if assistance is given, it would be necessary in real practice. I am fortunate in living alongside the Molong-Orange ruling grade of 1 in 40, where I am used to seeing small trains battling.

The track plan shown in my previous article has been followed exactly, except for an improved arrangement in the loco depot.

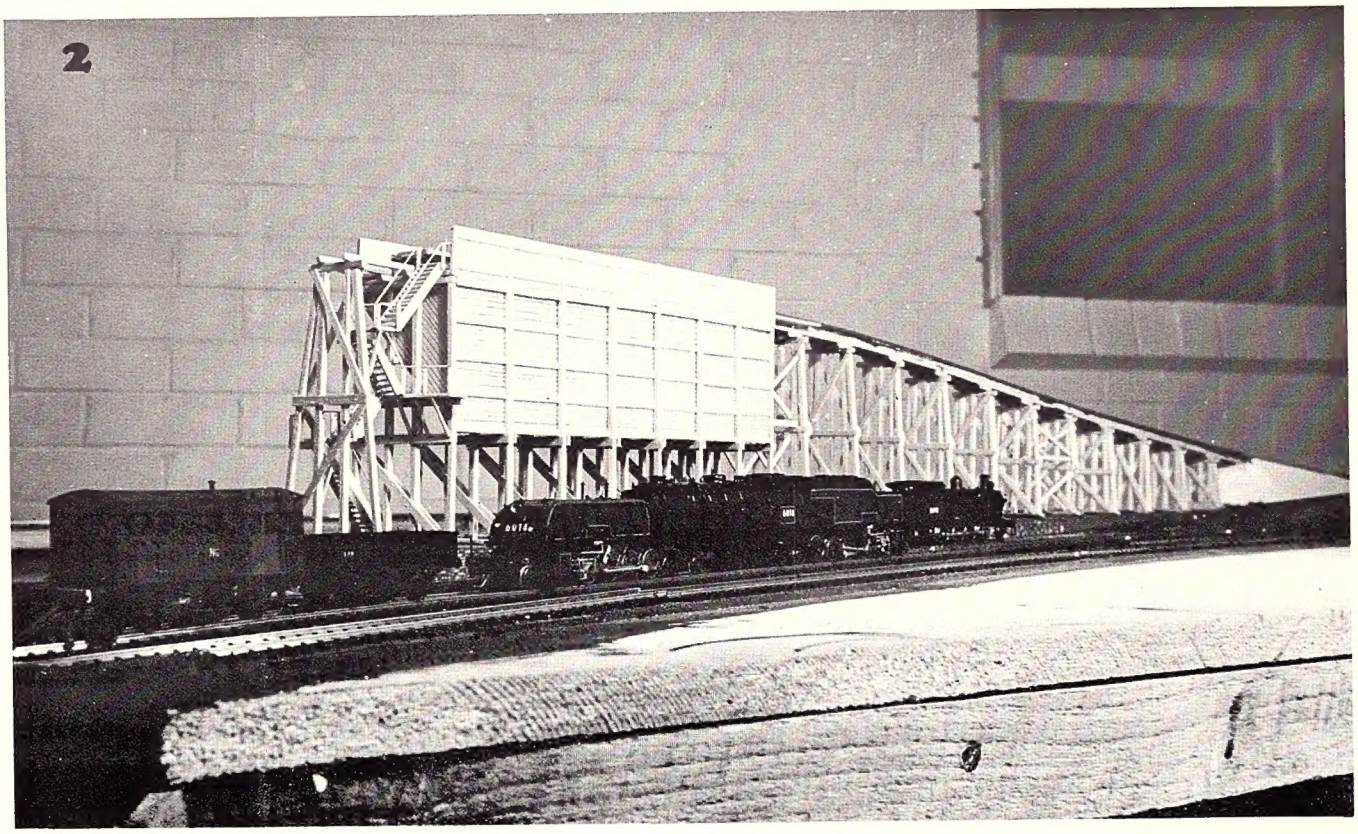
Under the new arrangement, locos that don't require turning can de-ash, coal, water and depart without using the turntable, which was impossible in the previous plan. The coal stage built some years ago has been installed and awaits detailing and painting.

Ten roads in the roundhouse and bullring have been wired for operation in addition to loco arrival and departure, and with a minimum of extra wiring it will be possible to wire twelve more roads for loco storage using the standard Fleischman turntable. The switch provided with the turntable fell to bits, but a bell push and old controller provide a more sturdy means of operating the solenoid and turntable motor.

Over 250 feet of track has been laid, covering the following: up and down main; down relief and half reverse loop; the large colliery yard and coal roads; loco depot; and the branch to the far end of the first station. (A detailed track plan is included with the previous article.)

Wherever possible, I have used Shinohara No. 8 points in preference to No. 6, and in many cases I have bent these to a slight curve by cutting some of the plastic base. This saves a lot of space while still maintaining gentle curvature and good running.

All track is screwed into gasket cork glued onto the pyneboard, and some has been ballasted with fine blue metal chips sifted with a household strainer and glued on with dilute aquadhere. The visual effect of this is most realistic, but the gluing down of cork and ballast greatly magnifies the noise of the loco motors. However, with scale speed running this is not so obvious, and I find the locks more important than the noise.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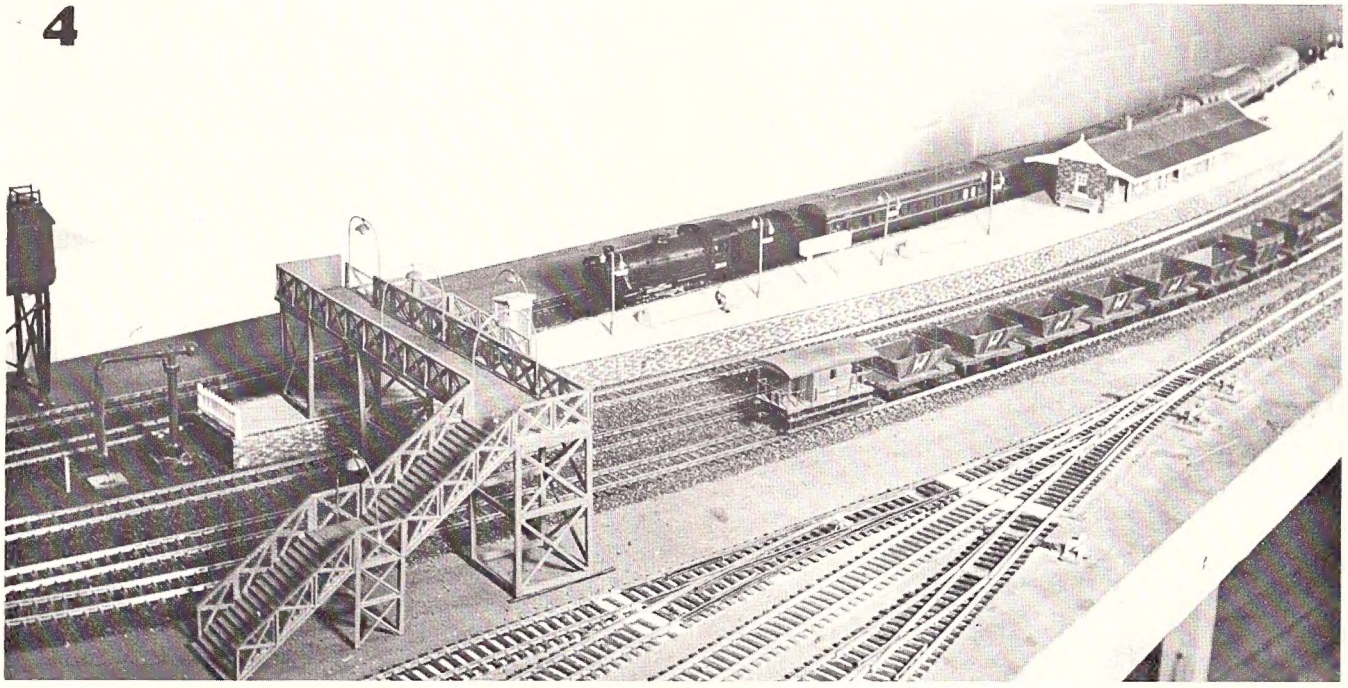


1. 36 Class heading Air-conditioned Express set out of Down main platform on quadruple track section. Standard goods engine and CHG van stand by in the Coal road.
2. Empty hoppers returning to the colliery behind a 50 class engine.
3. Scratchbuilt Coal Stage.
4. General view of down island platform. Throat to colliery yard in the foreground. The pedestrian overbridge is made from Airfix kits, scribed wood and balsa.

All main line curves are super-elevated, and this results in improved running and a very realistic appearance as the trains lean into the curves.

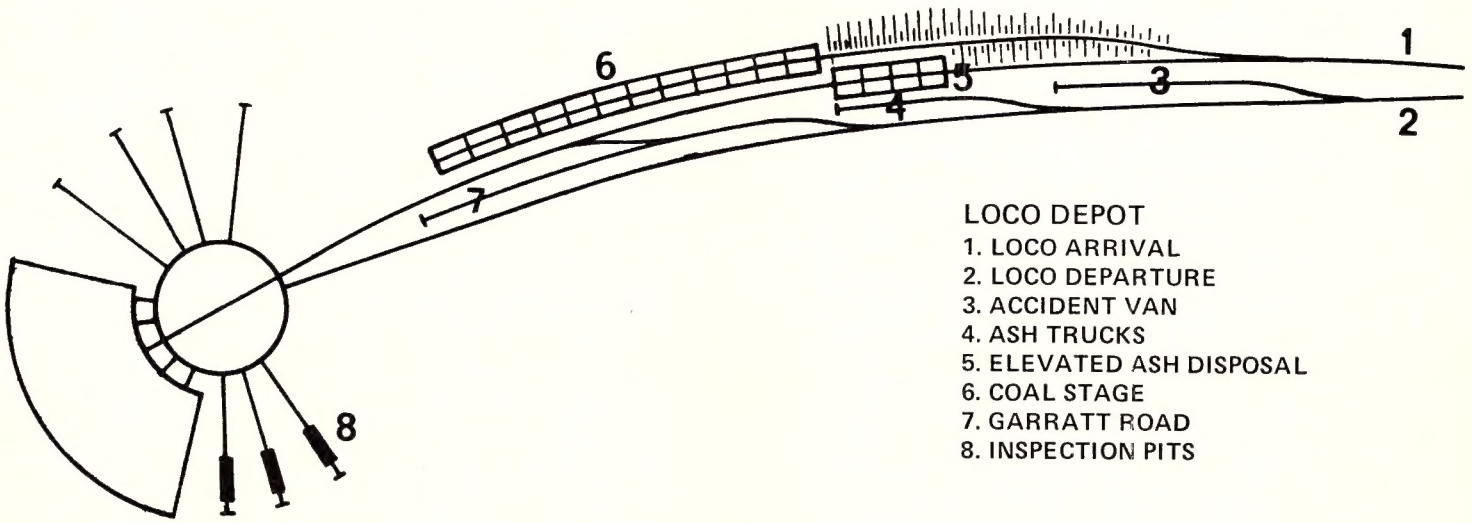
Most important points have been fitted with H & M motors, which, while expensive, provide a most reliable method of switching the electrical supply as well as the direction of travel. I have found reliance on point blade contact for electrical continuity too unreliable. Incidentally, these motors work much better off the AC outlet on a Triang controller than off the same outlet on an H & M Duette. Perhaps there is slightly more voltage in the former?

One island platform has been completed, together with station building, signal box and pedestrian overbridge. The station building and signal box are scratch built from my own sketches and photos, the former based loosely on N.S.W./ South Maitland Railways and the latter on NSWGR prototypes.

One of the biggest breakthroughs in improved running on this layout has been the use of the commercial electrical contact spray CRC 2-26. When sprayed on one or two spots of the track, or on loco wheels, this eliminates the build up of oxidised matter, and loosens any which is already there. It can also be used on any other electrical contact round the layout, and a spray can of this product is a **must** for any operator seeking reliable running.

The next work to be tackled will include the demolition and rebuilding of the roundhouse (an unsatisfactory legacy from the previous layout); finishing touches to loco facilities, completion of reverse loop up to relief, and associated island platform and buildings.

The selection of photos by Orange Camera Club member Colin Elliot illustrates some of the features of the layout so far.



LOCO DEPOT
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SL388X Point L. Rad R/H	16/9
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SL394X Long Crossing	17/6

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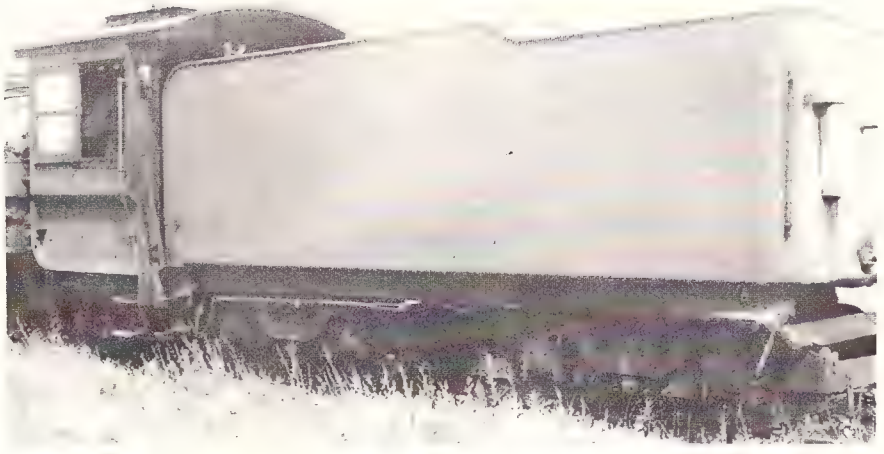


Section C — Tender

A transformation of the tender of Triang's T.T. French Pacific to a facsimile of a B.B. 18¼ in 3.5mm scale is relatively simple.

The top lifts off in one piece, the buffers are removed and the buffer beam filed flat. The front edge of the sides are filed and sawn vertically in line to the stop on the front foot plate. The steps are notched out and moved rearward until their rear edge is in line with the same step on the footplate, i.e., about 3/32".

A piece of .030" styrene, 5/16" x ⅝" high is glued over the taper on the sides at the front of the tender. When this is set both sides and tender back above the buffer beam are filed flat.

Fig. 10 details new tender sides to be made from .030" styrene. These are glued over the existing sides and in line on the bottom edge. A make-up piece 5/32" high and 1.1/16" wide is fitted between the two sides and on top of the back at the rear. The water tank top is 1.5/16" long and 1.1/16" wide and fits inside the sides finishing 1/32" below them. It is necessary to notch out part of the original tender sides to fit the tank top. The front buffer beam is radiused from the existing point at the centre (i.e., the coupling) to the front of the repositioned steps at the sides. This is easily accomplished with a sharp file. The rear buffer beam is a piece of .030" styrene 5/32" high and 1.3/32" wide. It is glued over the existing beam with top edges flush.

The rear bulkhead for the coal hopper is shown on Fig. 11 and is glued in place on top of the front edge of the tank top.

Four louvres ⅛" wide are glued in the front recess over the coal gates on the original tender and wings ¼" high and 9/32 wide are glued either side at the front to stiffen the new sides. A false bottom for coal is glued between these wings and the rear bulkhead. This should be of 3 or 4 pieces to minimise the weight of coal to be added for a natural heaped appearance.

Coal is crushed very finely and seived with the kitchen strainer—if you don't get caught. The coal area is then liberally coated with Aquadhere and sprinkled with coal until a realistic heap is built.

I have acquired a hairdresser's spray which has many uses for model railroading. I used it to spray the coal load with treated water—six drops of kitchen detergent in an egg cup of tap water. Aquadhere was then mixed 1:1 with water—half a thimble full is more than enough—dabbed on the coal with an eye dropper and allowed to dry.

Buffers, grab irons, tank filler, and toe holds were fabricated with the usual styrene and wire and fitted with an appropriate adhesive.

A final clean-up and the tender can join the loco in the paint shop.

Fig. 10. TENDER SIDE.

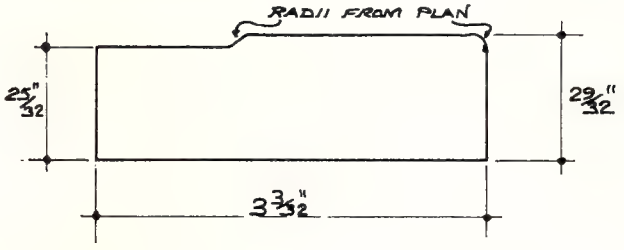
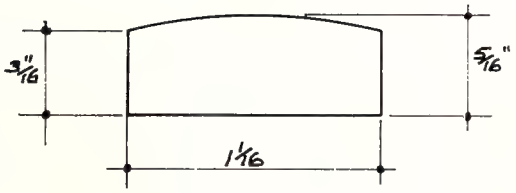


Fig. 11. REAR BULKHEAD.



Epilogue

For painting we use Dulux enamel of a suitable colour followed by Humbrol flat finish.

Boiler banks are by Chart-Pak and are applied after enamel and before flat finish.

The Commissioner for Railways, Queensland, Mr. Lee and his staff are acknowledged for their assistance in the preparation of this article.

Bill of Materials

1 Triang T.T. French Pacific Loco.
1 Sheet .030" styrene sheet (plasticard).
1 Set ERG (00) Wagon buffers.
1 Sentinel headlight L-10B.
1 Headlight jewel to suit.
1 Sentinel air compressor L-7B.
1 doz. Sentinel H'rail staunchions L-11C.
1 Sentinel steam generator L-3B.
1 set B.B. 18¼ smoke stack, sand dome—Quality Right.
1 coil Sentinel handrail wire.
Polystyrene cement.
M.E.K. or film cement or polystyrene solvent.
Araldite.
Aquadhere.
Marine stop putty.
Sundry scraps of wire, .010" brass shim or similar, .020" sheet brass or similar, 10 BA screws and washers.

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QR
"CMIS" Refrigerator Car ★
"H" Open Wagon ★
"PJM" Drop Centre Wagon ★
"WHO" 45ft. Gondola ★

CR
"VC" Covered Goods Wagon □
"NGF" Open Goods Wagon ★

SAR
"Rx" Class 4-6-0 Loco □
"FB" Flat Car ★
"On" Ore Wagon, 3ft. 6in. gauge ★
Goods Van Composite □
Coal Stage ★

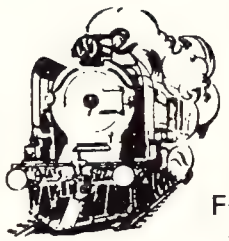
TCR
4-wheeled Truck and Van ★
"W" Class Diesel Hydraulic Loco ★

WAGR
"WGX" Open Wagon □
"WVX" Covered Van □
"WVB" Covered Van, 4-wheeled □
"L" Class 3000-h.p. Diesel Loco □
60-ton Bauxite Ore Hopper, 3ft. 6in. gauge ★
"RCB" Gondola, 3ft. 6in. gauge ★

EMU BAY
4-8-0 Loco ★

NZR
"Vs" Insulated Meat Wagon ★
"KP" Covered Goods Van ★
"Ab" 4-6-2 Loco ★

NSWR
"SRC" 4-wheeled Refrigerator □
"FME UME MLE" Flat Car ★
"MRC" Refrigerator Car □
"RU" Wheel Hopper, 4-wheeled □
"CCH" Coal Hopper, 4-wheeled □
"S" Wagon, 4-wheeled □
"OW" Cattle Wagon, 4-wheeled □
"GSV" Sheep Wagon, 4-wheeled □
"TRC" Steel Refrigerator Car □
"MHG" Brake Van □
"SHG/BHG" Brake Van □
"HG" Brake Van, 4-wheeled □
"EHO" Passenger Guard's Van □
"LBB", "LFA" Passenger Car ◆
"CPH" Rail Motor □
30 Class 4-6-4 Tank Loco ◆
36 Class 4-6-0 Loco □
19 Class 0-6-0 Loco ◆
38 Class 4-6-2 Loco ◆
57 Class 4-8-2 Loco □
45 Class 1800-h.p. Diesel Loco ●
46 Class 3600-h.p. Electric Loco □
1021 0-4-0 Box Tank +



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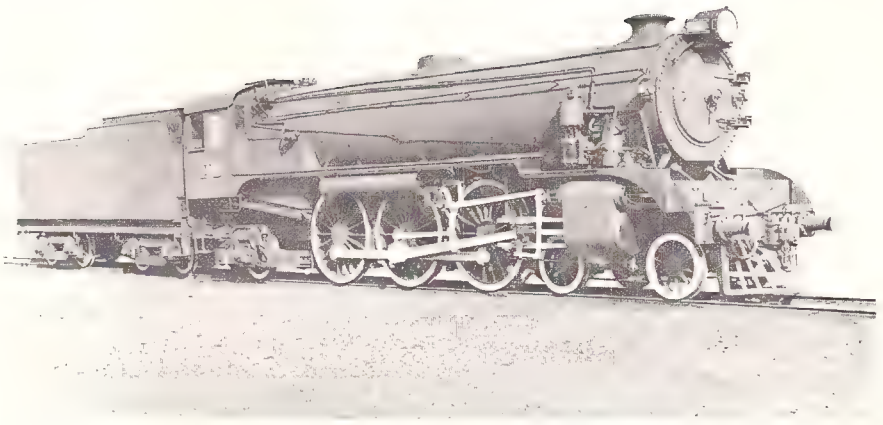


High Flyers of the Broad Gauge

TEXT: G. S. B. SMITH
PLAN: I. THORPE
PHOTOS: N. J. THORPE COLLECTION

The "S" Class of Victorian Railways was one of only four classes of three-cylinder type locomotives in Australia – the others were the V.R. "H" Class ("Heavy Harry") and the N.S.W.R. "57" and "58" Class. All these locomotives were built with a specific purpose in mind, all suffered some troubles and all were the objects of early withdrawal programmes at dieselisation.

The introduction of the "S" and "57" Classes (1928-9) came towards the end of the "compound vogue" which had existed in Britain and some of its dominions since the last decade of the nineteenth century, but which did not radically affect Australia. Gresley's three-cylinder "Pacific" types were growing in frame, but whether this influenced decisions in the two states cannot definitely be stated.

The "S" Class were built for, and introduced to, heavy express work on the North-Eastern Line of Victoria, to relieve the pressure on the older, smaller A2 class, which were often double-heading on heavy trains. Although there were only four in the class, they proved their worth almost perfectly. The inside valve gear often gave trouble, as it sometimes did on the "57" class in N.S.W. However, with the introduction of the heavy, streamlined, air-conditioned "Spirit of Progress", the "S" class were utilised without hesitation. The locomotives also received streamlined cowling, which was painted blue and lined out gold to match the new train's coaches, and heavy, twelve-wheeled tenders for the purpose of making the Melbourne to Albury run non-stop. The heavy tractive effort of the locomotives would have been of advantage on the haul over the Great Dividing Range in Northern Victoria.

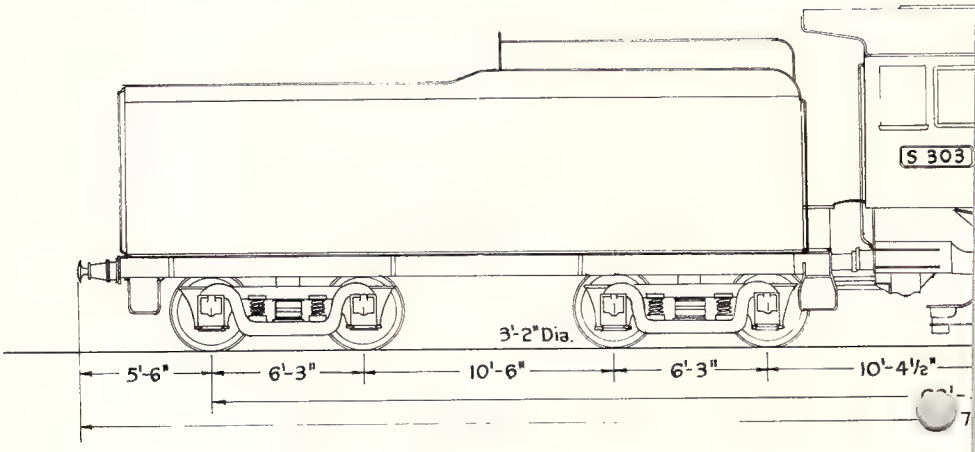
The "S" class gave valuable service on the "Spirit of Progress" and used to whirl the train along at some of the highest speeds in Australia. To try and stem the flow of progress, they were converted to oil-burning in 1951-2, but had been withdrawn two years later as the new "B" Class diesel-electrics moved on to the express trains.

TECHNICAL DATA

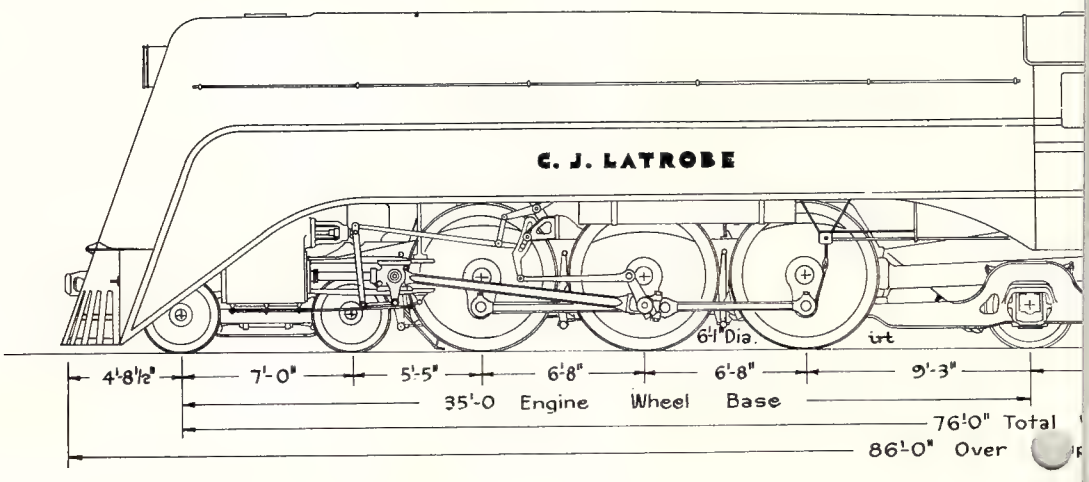
Class: S
No. in Class: 4
Wheel arrangement: 4-6-2
Weight in working order: 224 tons (large tender.)
Coal: 8½ tons
Oil: 2000 gallons
Water: 13,000 gallons
Axle Load: 23½ tons (heaviest in Australia)
Tractive Effort: 41,700 pounds
Boiler Pressure: 200 p.s.i.
Coupled Wheels Diameter: 72"
Cylinders: 20½" (diam.) x 28" (stroke); 2 outside, 1 inside.
Length-engine and tender: 85' 6"
Road numbers and names: S-300 "Matthew Flinders"
S-301 "Sir Thomas Mitchell"
S-302 "Edward Henty"
S-303 "C.J. La Trobe"
Colour scheme (streamlined): V.R. Royal Blue, lined gold along valance edges and then parallel along cabsides and tender. V.R. symbol embossed gold on streamlined smokebox front. Name in raised metal.

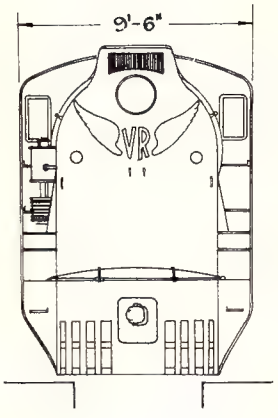
The locomotives were constructed in V.R. Newport Workshops between 1928-33.

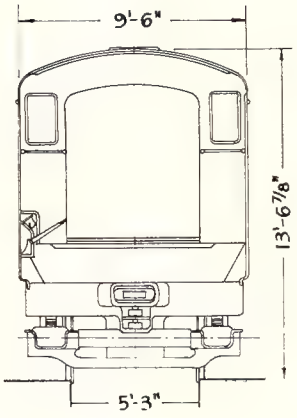
UNSTR

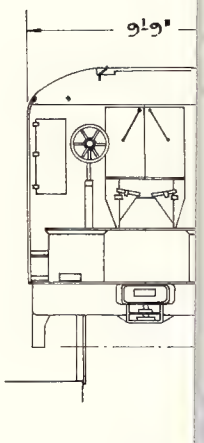

S 303
3'-2" Dia.
5'-6"
6'-3"
10'-6"
6'-3"
10'-4½"

STA


C. J. LATROBE
6'-1" Dia.
4'-8½"
7'-0"
5'-5"
6'-8"
6'-8"
9'-3"
35'-0 Engine Wheel Base
76'-0" Total
86'-0" Over


9'-6"
VR


9'-6"
13'-6 7/8"
5'-3"


9'-9"

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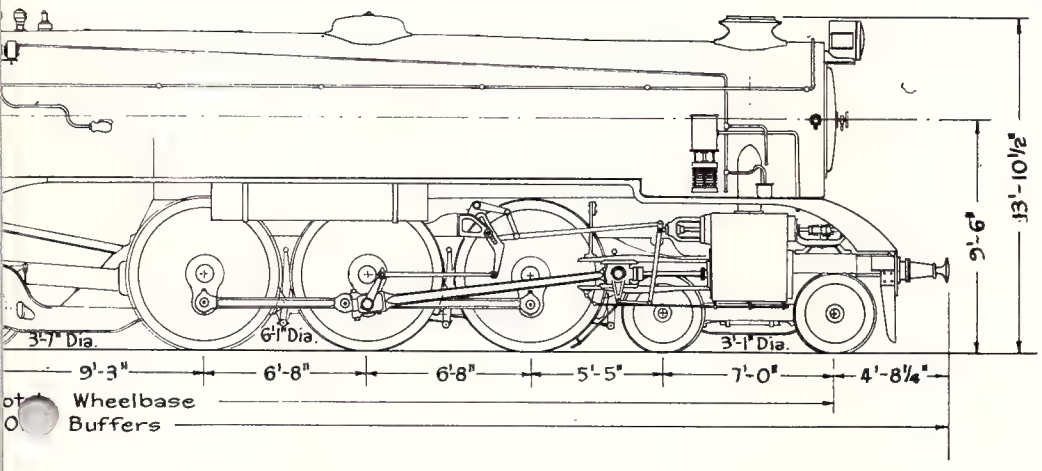

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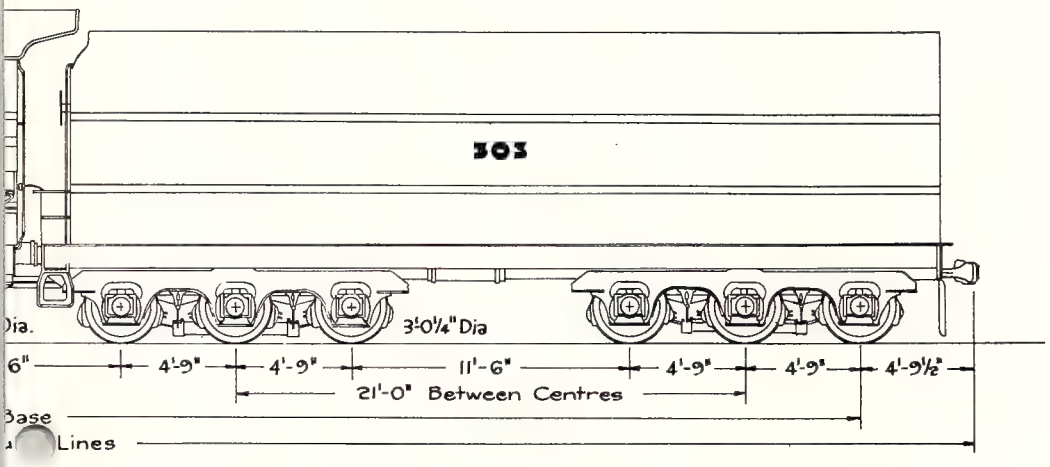

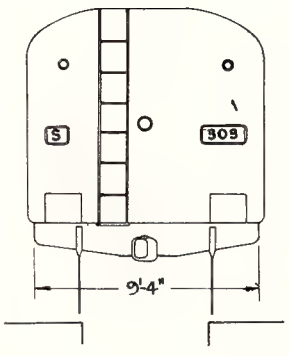

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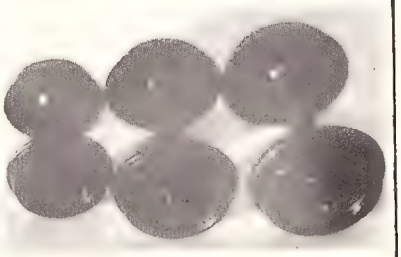

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errata

"Turntable Control," by R. Solly, September/October 1970 issue. During preparation of the diagram our draughtsman made a slip, and two symbols have been transposed. A3 should be connected to the positive of the power supply, not negative as shown.

"N.S.W.G.R. WH & CH HOPPER CARS" by Bob Farquhas in the November/December 1970 issue, had the code letters GH instead of CH printed in the main heading.

Would the reader who recently submitted an article entitled "D.C. — A.C. Style" kindly send us his name and address as we have inadvertently lost both. Thank you.

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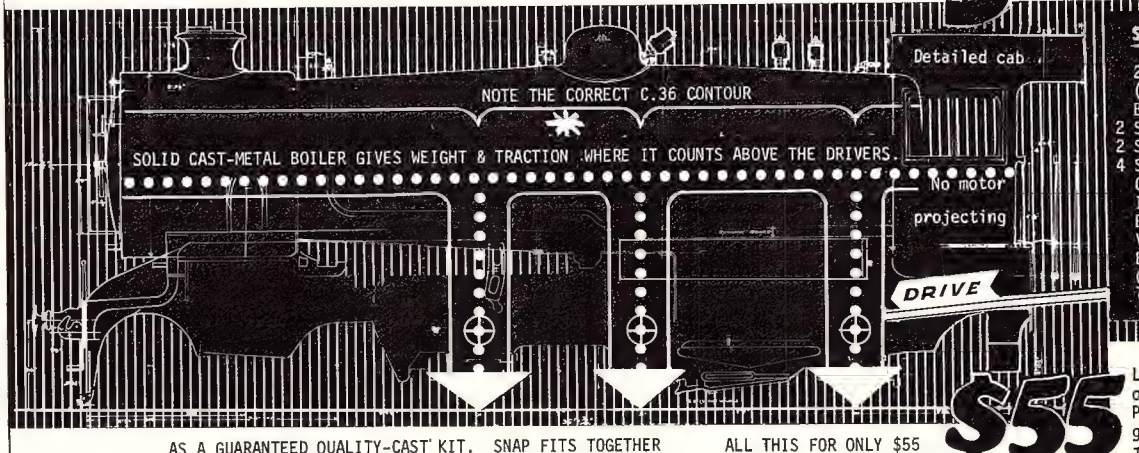
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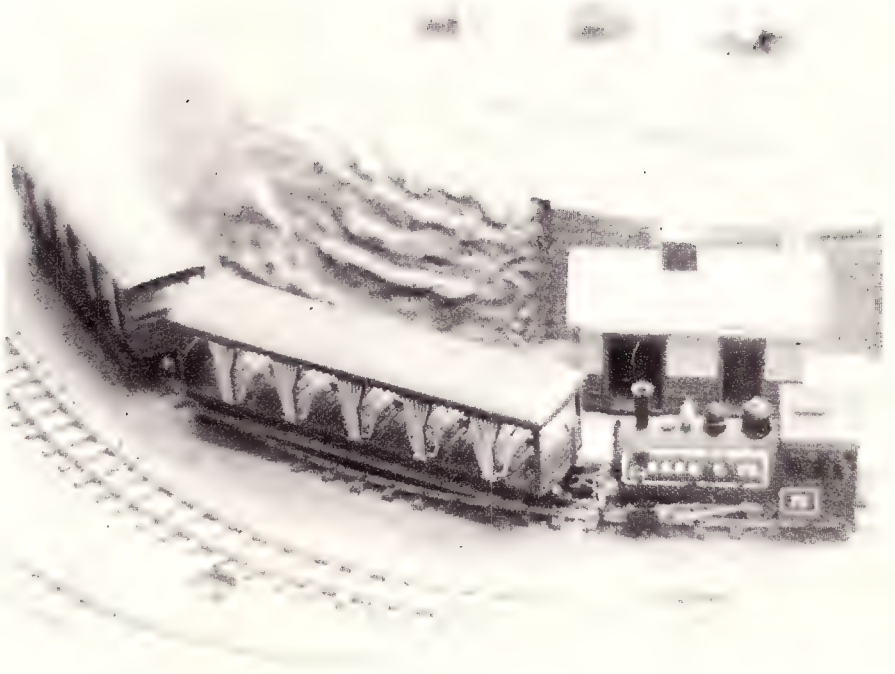
AN HOn2½ COFFEE TABLE

BY D. H. WILLIAMS



Circumstances often dictate to the railway modeller the size and type of layout he will have. The fact that I am a soldier living in an Army married quarter (a flat) plus the fact that approximately every two years one is posted to a new area of employment, decided for me that the most practical type of model railway to construct would be a coffee table type. After studying several designs as well as drawing up some ideas of my own, I finally decided upon the size of the coffee table and the plan for the layout.

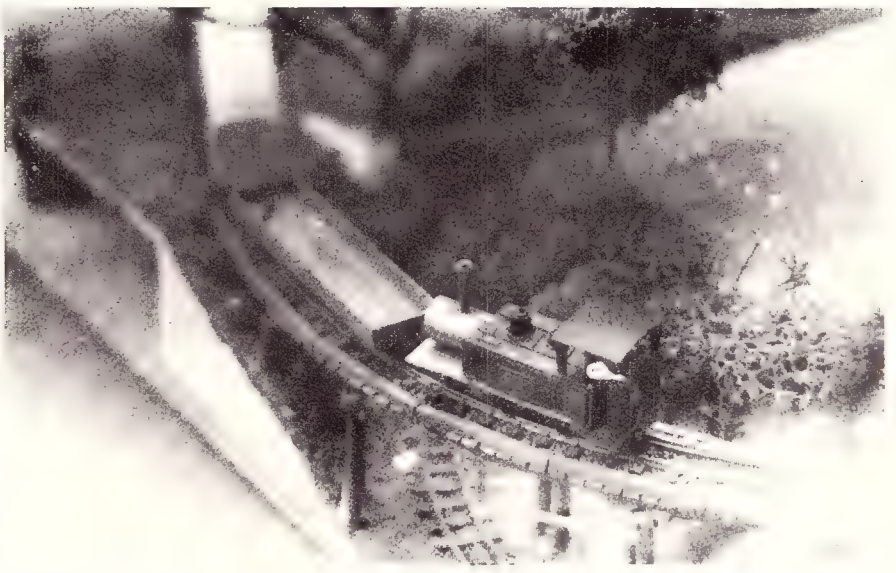
At a local hardware store I bought a baseboard of pressed pine, ready cut to size 3 ft. x 2 ft. x ½ in. thick, for a very moderate price. Then off down to a local hobby shop to buy the next items on my list. They were: several lengths of PECO 'N' narrow gauge flexi track in 18 in. lengths plus four right hand and two left hand hand operated PECO narrow guage points, one 0-4-0 ST Minitrains locomotive and ten narrow gauge assorted four wheeled Minitrains wagons. For a power pack I bought a Tri-ang P5T transformer-controller unit.

Home, and everything ready to start the job. First task was to mark out on the baseboard in pencil the track design, being careful to have a minimum curve radius of not less than 7½ in. That done, I then looked around for a suitable piece of timber from which to cut the base for the upper level track, and after a quick look around the house I found a sheet of 1/16 in plywood. After marking out on the plywood the upper level track design I cut the track base 1¼ ins wide. Next, piers to support the upper level track base and these I cut from a piece of off cut pressed pine measuring 1½ ins high by 1¼ ins wide. Other piers were cut to different heights for the two gradients that were put in. The base sections for starting the grades I cut from two pieces of balsa wood measuring 5 ins x 1¼ ins x 1/8 in. Using a coarse sandpaper I sandpapered them into a wedge shape leaving 1½ ins unsandpapered at one end finishing the sandpapering with a very fine sandpaper. See fig. 1. I then glued the two wedges onto their positions on the baseboard upside down. See fig. 2.

The piers were next to be glued into their positions and when the glue had dried I tacked the base for the upper level track onto the piers. A section of the base was then sawn out to allow a trestle bridge to be built that now crosses over the lower level track. Work was then commenced, without ceremony, on track laying in the terminal yard. The yards took me one whole wet Saturday to do and on the following day I laid the main line up to two points on each side of the gap cut out of the base of the upper track level. I took time off here to push two scale model goods wagons, coupled together, around the track to test the sharpness of the curves and found that two of the curves were a shade too sharp, however, they were enlarged without any trouble.

As with most model railways the scenery is built around the track. This was not easy to do as I had made the job hard for myself by not planning as I should have done. Having decided upon a method of construction I went along to a hobby shop and bought a dozen strips of balsa wood in three different sizes, 1/8, 3/16 and ¼ in. A framework was then started with me making up the design as I went. When the framework was finished it was covered with a medium to heavy brown paper glued to the frame. When the papering of the frame had been completed I began to apply the plaster. See fig. 3.

I bought the plaster, "Campbell's", at a local hobby shop and since using it I would thoroughly recommend it to any person. You can mix it to any thickness depending



upon the individual requirement. To prepare the plaster simply add water and stir until you have the mixture just the way you want it then with a small spatula, or any similar item such as a butter knife, spread it over the prepared framework moulding the plaster into the shape that is required. The plaster takes about 24 hours to dry and so gives one plenty of time to work the plaster into any shape desired. When hard the plaster is much lighter than I had thought it would be as I found out when I had to lift the whole baseboard to move it to a new location nearby. Painting the plaster is no problem as nearly any type of paint may be used including water colours, Humbrol flat enamel, etc.

After the plaster was set and dry I painted the plaster with various shades of earth grey and brown. When the paint had dried I brushed large areas with a clear glue and spread imitation grass over it — a fine light green (FALLER 710) for the cultivated pasture and coarse green grass with imitation dried grass mixed in with the green for the uncultivated areas with pleasing results.

The trees are twigs picked from real trees in the garden and a fine lichen has been attached with glue as imitation leaves. the result is a fine realistic appearance. Four fruit trees were bought at a hobby shop and set in place where a small farm cottage will be built later.

The station platform is built alongside No. 1 road and follows the general design of those built by the Victorian Railways on their narrow gauge lines. The platform is low with sloping ramps at each end. The platform is narrow at one but widens so as to accommodate a station building measuring a scale 16 ft x 8 ft. The platform follows the curve of the track and to attain this curve correctly I took one sheet of ¼ in balsa and pressed it onto the inside rail of the track to get the impression of the rail into the soft wood. It was just a simple job then to cut along that impression in the soft wood with a sharp modelling knife. With careful aligning the platform base was set alongside the track. Where the station building stands a "cut" was made into the embankment and a retaining wall, made from 1/8 in sheet balsa and painted a bluestone colour, was glued into place. The area of the platform in front of the retaining wall is painted a flat asphalt grey while the remainder of the platform is imitation gravel. A coarse, dirty yellow coloured sandpaper, purchased at a local hardware shop, was cut to shape and glued into place. A space of 2 mm was left between the edges of the platform and the sandpaper to allow a timber edge to be added as is normally seen on both narrow and broad gauge railway stations. At the station building end of the platform a gravel path leads from the station and crosses the tracks.

The timber trestle bridge is a model of the type built by the Victorian Railways on their narrow gauge branch lines. It is constructed with obeche and balsa woods of 1/8in. strips and 3/16in. dowling was used for the trestle legs. The two main timber beams that run lengthways on the underside of the bridge are made from 1/8in. obeche strip as are the cross ties. On top of the two main beams scale 8ft. x 1ft. x 2in. timber cross members are glued upon which the track and track ballast are laid. To prevent the ballast from spilling over the edges, lengths of timber measuring a scale 12ft. x

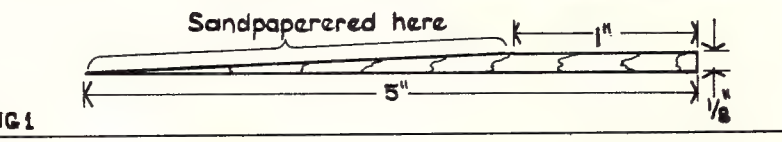


FIG 1

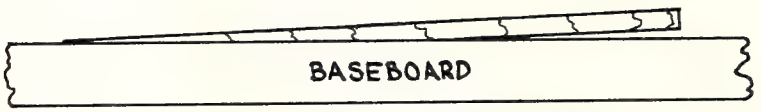
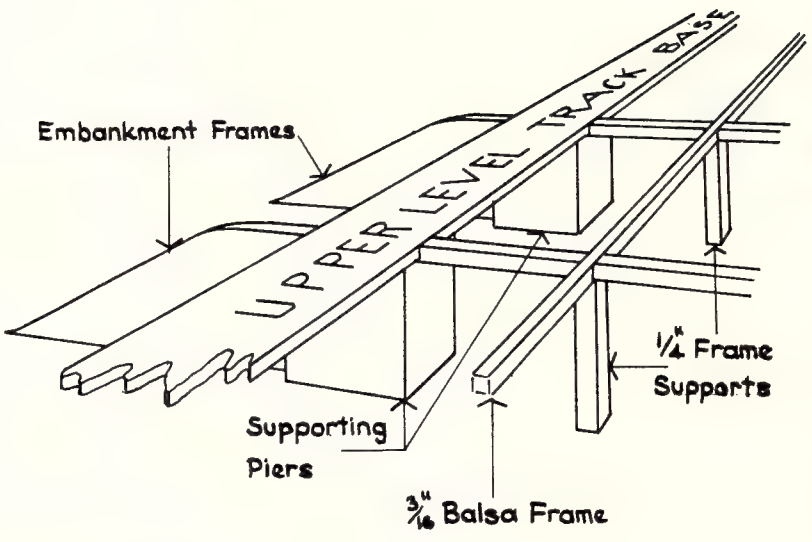


FIG 2 Wedge glued upside down to the baseboard



FRAMEWORK FOR THE SCENERY Drawn: D.H. Williams
Traced: R.G.K.
FIG 3

1ft. x 1ft. were glued along the edge of each side of the bridge. The bridge was then set into its place on the layout being careful that the deck of the bridge was level with the upper level track base. The trestle legs were then glued into position parallel to the track which passes under the bridge. The bridge was painted B.R. stock grey thinned down giving it a very good weathered appearance. Track was then laid across the bridge and connected up to the end of track on both sides of the bridge thus completing the circuit.

Using temporary connections between the track and the power pack a test run was made with the locomotive, first time running light and then pulling a rake of wagons. A few bugs were found, such as rails not being aligned correctly at rail joints on curves and one or two "dead" spots on points, but by tightening the rail joiners with a pair of pliers I soon had the bugs ironed out. The yards have since been relaid twice to a better and more practical plan than that of the original design.

Though not yet finished, the model has already given me a great deal of pleasure. To finish the layout the framework of the table has to be made, the glass sides, ends and top to be bought as well as several other smaller tasks to be done. These I will describe in another article when the building of this miniature narrow gauge coffee table railway has been completed.

PHOTOS: J.J. BEVAN

mixed gauge

by spencer street

In the previous two issues of the magazine and being concluded in this magazine is an article by Max and Margaret Chaseling on the subject of modifying a Triang TT Pacific into a QR BB18¼ class. One of our local (NSW) readers wanted to know what all this BB18¼ meant. Well actually it is quite simple:- First "B" indicates that the engine has six driving wheels.

18¼ indicates internal diameter of the cylinders, in inches.

Second "B". This letter is used to distinguish these latter engines from their almost identical, older (1926) sisters classed as B18¼. For the record other symbols used in Queensland steam locomotive identification are:-

1. **Number of driving wheels:**

A-4 driving wheels e.g. A10 class, oldest QR loco.

B-6 driving wheels mostly passenger type engines.

C-8 driving wheels mostly goods type engines.

D-Tank engine, e.g. D17 and younger sisters DD17.

2. **Additional Information:**

It was when two loco classes with the same cylinder size were introduced that the system got complicated. The normal solution was to double the first letter, i.e. BB18¼, DD17, etc. In some cases, rather than double the first letter, another letter, usually indicating something about the engine was added, i.e. PB15 — 4-6-OP (Passenger) B15, and AC16 — 2-8-2A (American?) C16. These were the only Mikados on the QR and were imported from the U.S.A. during World War 2. The Beyer Garratt 4-8-2+2-8-4 of the QR were classified simply as that: Beyer Garratt.

The Queenslanders are however adopting an all number classification system for their diesel electric locos, viz., 1200, 1250, 1400, 1450, 1460, etc. The Walkers built diesel hydraulics are classified as DH class.

On the evening of Tuesday 29th December, 1970, an era of Australian railways came to an end; 3820, the last of it's class in regular service (3801, 3813 & 3830 are preserved), brought the Newcastle Flyer in for the last time, to Sydney Central. Although originally tabled for electric traction between Gosford and Sydney, the Dept. allowed 3820 to haul the train right through. 3820 will now be used along with 3801 & 3813 on rail fan trips. This means that the only steam passenger train in Australia now runs between Newcastle and Singleton, hauled by 3246; built last century!

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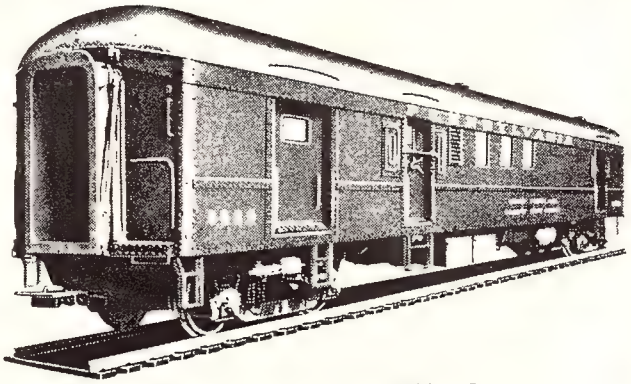
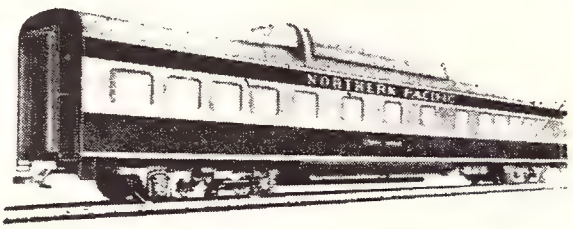
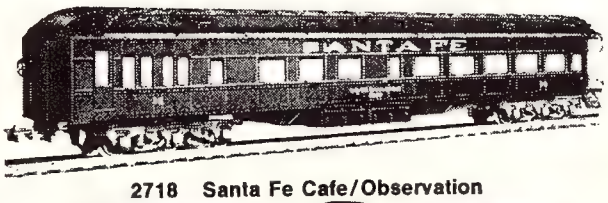


2742 Pennsylvania Post Office Car



2764 Northern Pacific Vistadome

2766 Northern Pacific Tail Car



2718 Santa Fe Cafe/Observation

2528 Italian 3rd Class Coach

2529 Italian Baggage Car

2765 Northern Pacific Roomette

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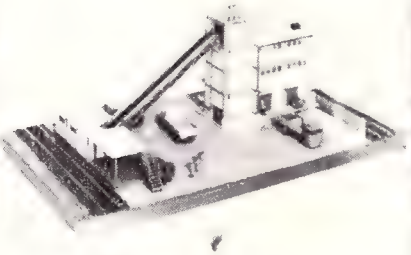

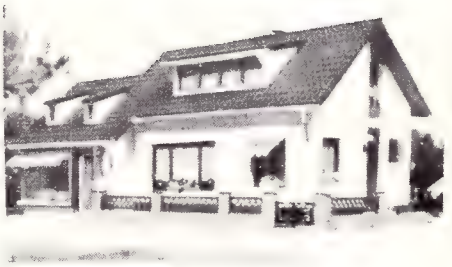

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mail bag

Sir,

For some months I've watched the feathers fly in the Mailbag Column; now I'd like to put my two-bob's worth into the cauldron.

Firstly, it needs be said again that the magazine is the best ever to appear as an over-the-counter Australian railway modelling magazine. None of its predecessors could hold a candle to it. Some of us over-thirty types once relied upon the old "Hobbies Illustrated" magazine for modelling purposes. Such stalwarts as Robert C. Harvey and C.C. Singleton gave us the "good guff" and some excellent projects; however, this was but a few pages in some (but not all) issues. So what are we all complaining about?

I keep on buying this magazine because I consider that the best way to get a really good magazine is to support the best available journal. I have persuaded some of my friends to subscribe; they're all quite happy.

I must confess that as a Victorian I haven't exactly been busy sending material up there to Sydney. With a couple of exceptions involving (as yet) unpublished material, I think that the dearth of Victorian articles is due to the lack of contributions. It may perhaps be noted that Peter Duckett is one Victorian who is making quite a large contribution each issue, not to mention the other Victorian advertisers.

Well, having stirred the cauldron I'll sit back and see what my fellow Victorians have to say for themselves.

IAN WEICKHARDT,
Vermont, Vic.

Sir,

Recent issues feature Australian prototype, which is understandable as most readers of the Australasian Model Railroad Magazine are probably Australians both by citizenship and by residence (and probably by birth). I am an Australian in all three respects but am reluctant to go in for Australian prototype (even though I've never been interstate, let alone overseas), because:

1. There is much wrong with Australian society and ours is in most respects very much a "second rate" community. The Australian Establishment is in many respects remote from the people and expects the individual to be a cog in the machine.

2. Of the limited range of Australian prototype, none with the possible exception of the "Protype" 19-class 0-6-0, are of a standard one finds in some overseas-prototype diesels. Triang make an Australian-prototype diesel, but it uses a body appropriate for 6-wheel bogies mounted on 4-wheel bogies while Triang's Australian prototype passenger cars have detail resembling Australian prototype but lack the scale length, and Triang's "Hiawatha" pacific is freelance although coming fairly close to Australian prototype. As is true of all Triang steam locomotives available in ready to run form none have brake shoes, not even Model Dockyard's Japanese brass model of the Victorian Railways "R" class (the only Australian prototype model advertized in an overseas magazine), nor Berg's Hobbies Japanese brass models of the NSWR 32 and 50 class locos.

If one goes in for overseas prototype, only a few models have brake shoes, only a relative few that is, but Fleichmann now offers a pacific and a decapod, both with brake shoes of plastic but of realistic appearance and correctly placed.

It seems a pity no Australian railway system (full size that is) ever had a decapod. While Queensland and the Northern Territory have gone right over to Diesel and other states are likely to follow, Argentina is planning to introduce new steam locomotives because steam runs on cheap local fuel.

J. R. WILSON,
East Lindfield, NSW.

Dear Sir,

Mr. Mainwaring's letter in Nov.—Dec. 1970 edition concerning the apparent lack of detail on NSWR prototype models at the 1970 Sydney Model Railway Exhibition certainly raises the problem of modelling accuracy of our local prototype. I believe that there are different levels in NSWR modelling being:—

1. The Operating Modeller, is the person who makes up the majority in our hobby. He builds, buys and converts locomotives and rolling stock to a reasonable level of accuracy so that when the models are in operation on a layout they create a scene of authenticity. On an average these models are viewed from a distance and as most minor detail is too small to see, this detail is not necessary. To obtain sufficient models for operation it has been necessary, in the past to build as quick and accurate as possible forcing the deleting of detail. With the advent of brass loco's and the multitude of local kits which are improving in detail with time, this modeller, being the main market for these items, will improve his standard of modelling to be acceptable to all critics. This modeller is generally the person who staffs exhibition stands, writes for the model press and works on club committees helping the growth and improvement of our hobby.

2. The Rivet Counting Modeller is the perfectionist of our hobby who, not being interested in operating, spends all his time making a few fantastic models to place on the shelf for observation under a microscope by all envious modellers. This modeller sets a high standard which, eventually, all modellers strive to achieve. He also assists other modellers by supplying information and details to the press. This modeller is greatly needed in the hobby the only problem being the smallness in number of these people.

3. The Armchair Modeller (Critic) is the person who has never built a model but sets himself up in a position to destructively criticise all models in sight. This person is quite prominent in our hobby always informing other modellers on how bad their models are and how good his own will eventually be when he finds the time. A genuine modeller finds the time to model as well as assisting other modellers by constructively critising his work.

Finally, always remember that a person makes a model for his own enjoyment and to his own ability, and what right does anyone have, unasked, to voice his opinion on how bad a model is. To successfully improve the NSWR scene why not join an exhibition group and display your models for open criticism.

R.A. GALLAGHER,
Malabar, NSW.

Sir,

Whilst remaining objective I can still only agree in part with your editorial in issue 46 of A.M.R.A. I speak with authority, as Vice-Chairman of the Model Railway Week Committee here in Brisbane and can compare our exhibition with that in Sydney as a former resident of that city and a regular visitor on the first weekend each October.

Our committee is essentially an auxilliary of the Queensland Sub-Normal Childrens Association, and is committed to the public display of our hobby and incidental help to our charity.

17,300 odd (?) Brisbaneites paid to see this year's display and helped raise our overall charity contribution by 2½ thousand to a total of $14,000 in ten years. We believe our success is due to infinitessimal planning and co-ordination.

Nobody is paid to exhibit but free transport is offered to all displays. Trade stands pay for the privilege of space and non-commercial clubs and associations pay a commission on all goods sold. We own all our fencing, scaffolding and trade stands, and pay to have the fencing erected. Frequently a local radio station has a booth which is used for some broadcast work.

An elected committee views and accepts (or rejects) layouts for exhibition about two months prior to the moment of truth to ensure a high standard of operation and quality. All working layouts are manned and operate for the entire time the doors are open to the public.

The advertising campaign commences every year in February or March for the November exhibition and includes a letter and poster to every metropolitan schoolmaster (with prior Departmental approval), hand bills, posters, local and provincial newspaper copy and advertisements, and sympathetic support from radio and television.

For incentives we only offer the satisfaction of participation. We believe this is sufficient for only one layout has ever been rejected and we often have a priority problem with reserves.

A variation was struck this year by inviting a 10 per cent participation with pottery, lapidary, art, tropical fish and model aeroplanes and ships. This has injected a wider range of support into our patronage and, we believe, proved a point. The deepest crowds are always viewing model railways and gimmicky railways at that. Scale models are far less attractive to the paying public than are monorails, rackrailways, animated breakmen and the head of a giraffe which occasionally pops out of the roof of a box car.

We boast a 17,300 patronage to be a significant approach to "Australia's most famous Exhibition" when our population is 25% that of the "Big Smoke".

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N.Z.: John Yolland 7 Riverina Ave., Pakuranga

EASTERN DIVISION

The December meeting of this division took the form of a barbeque at Brooklyn (Hawkesbury River). It was held in association with the N.S.W. division of A.M.R.A. Members either travelled by double deck train or car (except for one well known A.M.R.A. member who walked from Wondabyne!). All in all a good time was had by all, even if the Vice-President did fail to drown the magazine editor — what a pity. (I don't think so — Ed.)

The March meeting of the division (see below) at George Giraldi's will include a discussion on radio control of trains. All modellers interested are more than welcome to attend. Meeting starts at 2.00 p.m.

Future meetings:

February **20**	Rodney Tonkin, 7 Park Ave., Oatley. If hot bring your swimming togs and enjoy the pool.
March 13	George Giraldi, 34 Passefield Street, Liverpool. Includes a discussion on radio control (see above).
April 17	Bob Kable, 16 Endeavour St., Sans Souci.

MODEL WORKSHOPS

MODEL WORKSHOPS is a group of railway modellers, in the Sydney area, who specialise in NSWR prototype modelling, meeting informally on the first Friday evening of each month in alternate members' homes.

The aims of Model Workshops is to assist and encourage each member in his projects and to help the growth of NSWR prototype modelling in Sydney. The first major project is an exhibition layout of a NSW country station and scene.

Modellers who are interested in this style of club and are interested in joining, please contact R. Gallagher — Ph. 661-4046.

4th floor
Railway Institute Building
273 Castlereagh Street, Sydney
(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

Members and some families gathered at the Devonshire premises of the Railway Institute on December 14 for the usual Christmas get-together and film show. The mingling of members and families took place but due to a fault in the projector the film section of the evening had to be postponed which disappointed everyone, especially the children, who only attend the annual party. The half-yearly general meeting was held on Nov. 30 at which much time was taken in discussing participation in the annual model railway show at the Sydney Town Hall next October.

O GAUGE NEWS — Not very much doing at the moment.

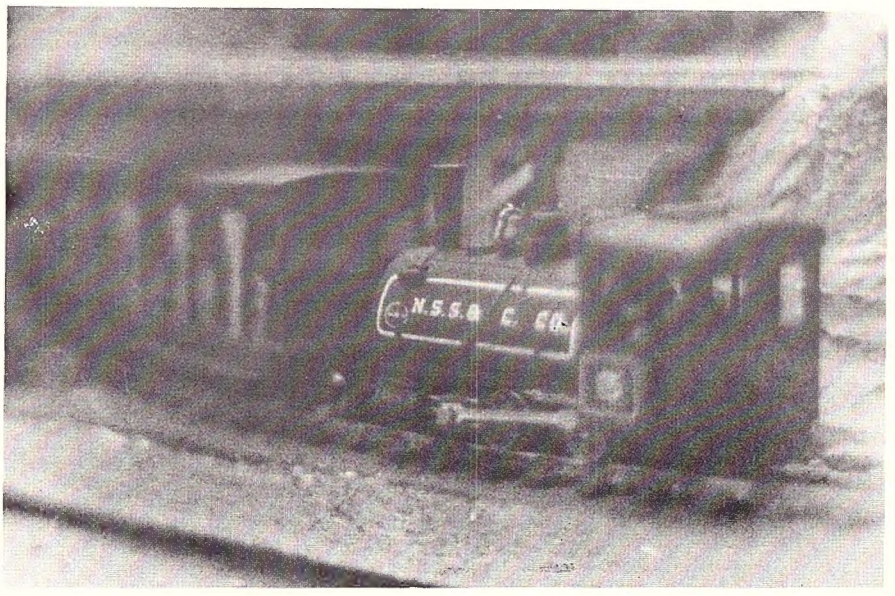
JACK CLIFTON has been in with two diesel-electric locomotives, these being a 45-class and 40-class in original green livery. Both of these locos were much admired.

TED DAVIES has had his 3201 and 1245 running on the layout and WARREN WILLIAMS recently turned up with a tank car under construction.

BOB COOK's freelance 4-6-4, which is being rebuilt by CHARLIE WEATHERS has been test-run several times.

HO GAUGE NEWS — Recent activity has curtailed timetable running whilst Barry Millner and Arthur Wheatley worked on layout modifications. Barry has been arranging a new signalling and offer circuit from Junction Board to Goods Central to give the latter control over main line connections with Goods. Arthur has been inserting new points for the new wye on the up branch line connecting with the Plateau line which will afford a much longer run, and switch trains away from Central during hectic times at that section. Arthur is being helped by Bob Gallagher and is now completing the trestles to carry this new connection alongside the existing lines at Witts End South. The picture with the notes this month shows one of Arthur's existing trestles between the latter and Plateau with Bob Gallagher's NSWGR 13-class hauling his BOB set up the steep reverse curve on the trestle.

Prior to the last meeting night members of both layouts removed locos and rolling-stock from the tracks for attention at home during the six weeks Christmas period break.



Bob Gallagher's NSWGR 13 class hauling his BOB set up the steep reverse curve on the trestle.

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RIVAROSSI U-25C, Athearn GP-30 (SP or ATSF), Fleischmann Hi-Levels (ATSF). R. Cross, 5 Quarry Street, East Maitland, NSW, 2323. Ph. (049) 33-5478.

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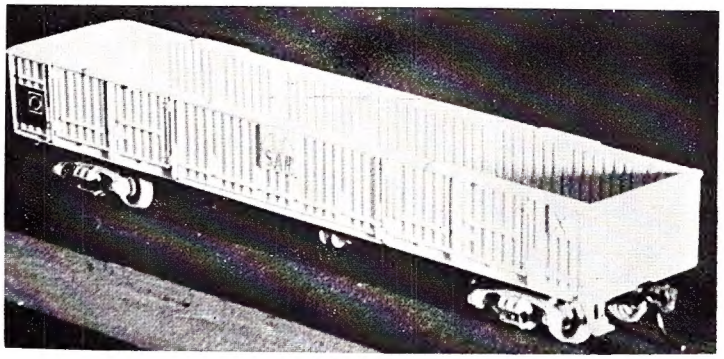

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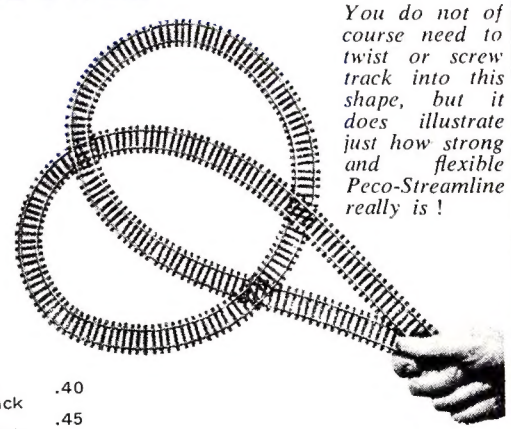

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